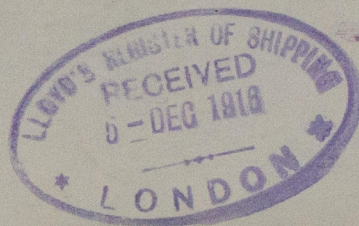


Profile & Deck

New York S.B. Co.
N° 167

S.S. "Standard Arrow"
Charter N° 2438.



NEW YORK SHIPBUILDING CO.
CAMDEN, N. J., U.S.A.
BLUE PRINT ROOM

Print No. 71

Made SEP 18 | 1918

For Dept. Marine

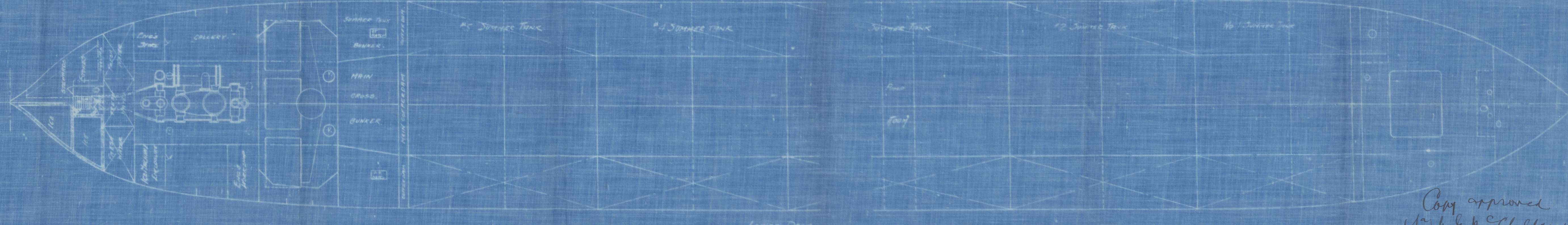
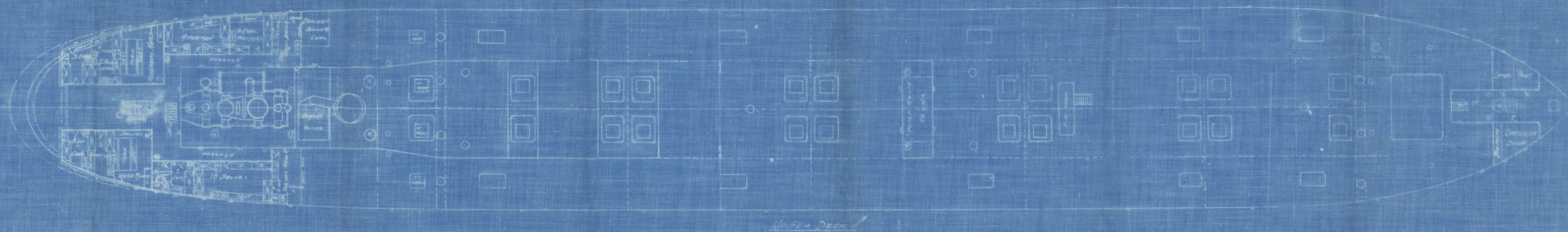
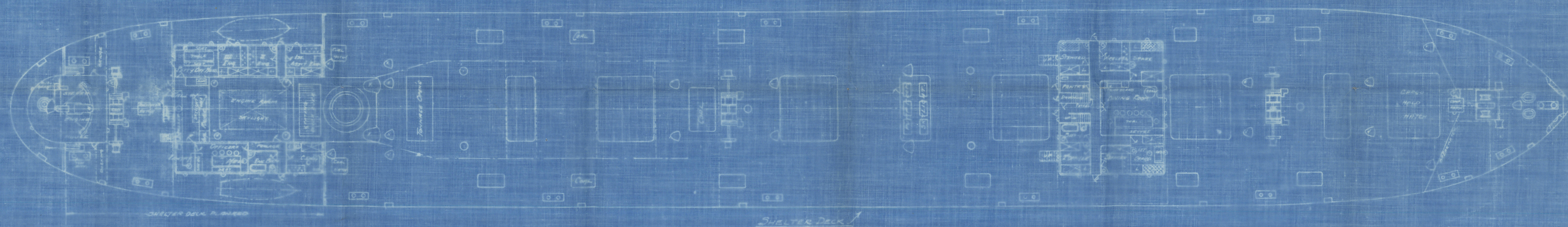
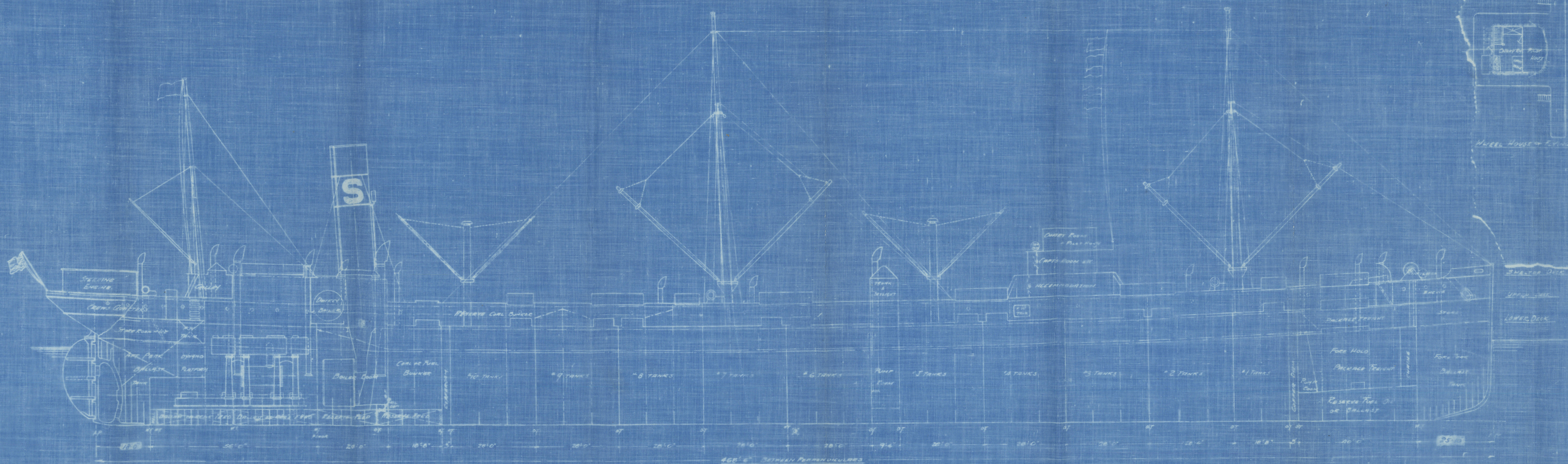
RETAIN



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Lloyd's Register
Foundation

W1002-0277



Technical Dimensions

Length over all	487' 0"
Length B.P.	487' 0"
Beam M.O.	60' 0"
Depth to Main Deck	30' 0"
Depth to Lower Deck	25' 0"
Depth to Bottom	20' 0"
Depth to Keel	20' 0"
Depth to Main Deck	30' 0"
Depth to Lower Deck	25' 0"
Depth to Bottom	20' 0"
Depth to Keel	20' 0"

Copy approved
 J. H. McClelland
 N.Y. Stamp
 30 Apr 1915

NEW YORK SHIPBUILDING COMPANY'S NO.
 DR. 167-207-B

STANDARD OIL COMPANY OF NEW YORK
 26 BROADWAY, NEW YORK, U.S.A.

APPROVED
 J. H. McClelland
 30 Apr 1915

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 Lloyd's Register
 Foundation

REMAIN

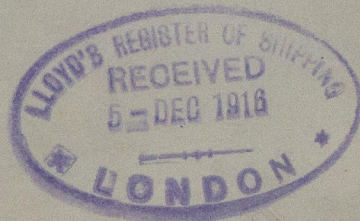
Midship Section

New York & Bb

N^o 167.

Standard Arrow

Pha Rpo N^o 2436



W1002-0276

NEW YORK SHIPBUILDING CO.
CAMDEN, N. J., U. S. A.
BLUE PRINT ROOM
Print No. 30
Made SEP 16 1918
For Dept. Mail



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5275

FOR
CONTRACT
174-175

NEW YORK SHIPBUILDING CO.
CAMDEN, N. J., U. S. A.
BLUE PRINT ROOM

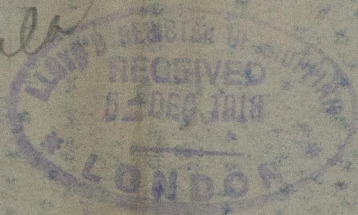
Print No. 19
Made JUL 6 1915
For Dep't 620 YDS



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Foundation

New York & B Co
167-8-70- Phila



Amended Copy of
Main Boilers
Spacing of tubes & tube
plates.

also. For Contract No 174-175

S/S "Standard Arrow"
Chla. Rpt. No. 2438.

W1002-0275

178 & 190 has been corrected
No. 178-5615-1



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FRONT TUBE SHEET.

BUREAU OF COMMERCE

$$\text{PLATE \%} = \frac{9.5625 - 1.5625}{9.5625} \times 100 = 83.6\%$$

$$RIVET\% = \frac{5 \times 1.917 \times 1.75 \times .85}{9.5625 \times 1.5625} \times 100 = 95.4\%$$

ILLOYS RULE

$$PLATE \% = \frac{9.5625 - 1.5625}{9.5625} \times 100 = 83.6\%$$

$$RIVET\% = \frac{5 \times 1.767 \times 1.75 \times 85}{2.5625 \times 1.5625} = 87.9\%$$

ALL CALKING EDGES OF BOILER PLATE
TO BE MACHINE PLANED.
SEAMS, BUTTS, AND LAPS TO FIT CLOSELY
DRAWN UP METAL TO METAL & AFTER
BEING RIVETED, CALKED INSIDE & OUTSIDE.
ALL REINFORCE PLATES TO BE CALKED.

DEPT OF COMMERCE & LLOYD'S RULES.
FOR 220 LBS WORKING PRESSURE

DESCRIPTION	THICK- NESS	U.S. RULES	LLOYDS
-------------	----------------	------------	--------

SHELL	1/2	6.3300 x 1.5635 =	223	22.35 x 1.5635 =	2
		6.88			
FURNACES	3/32	1.6900 x 1.6472 =	227	1.6900 x (1.05 - 5) =	2
		45		47.3125 =	
TOP HEAD PLATE	1/16	1.175 x 19" =	232	1.175 x 19" =	2
		16.5"		22.62	
TOP HEAD STAYS	3/8	16.5 x 15.5 x 220 =	8669	10.400 x 6.44 =	2
		6.44		16.5 x 13.5 =	
PULSE	1/8	6.6425 x 12.321 x 81125 x 17000 =	231	6.6425 x 12.321 x 17000 =	2
		36.4315 x 3.625		53.5 x 62.5 =	
G.G. CRUMIN PLATE	5/8	1.135 x 10" =	248	1.135 x 10" =	2
		7.75"		53.476" =	
G.G. CRUMIN STAYS	3/4	7.7475 x 7.25 x 220 =	5890	7.7500 x 1.977 =	2
		1.977		7.75 x 7.25 =	
WRAPPER PLATE	5/8	1.135 x 14" =	256	1.135 x 10" =	2
		7.25"		50.781	
WRAPPER STAYS	1/2	7.25 x 7.125 x 220 =	5390	7.25 x 1.977 =	2
		1.977		7.25 x 7" =	
G.G. BACK PLATE	3/8	1.135 x 10" =	240	1.135 x 10" =	2
		7.5"		53.3078	
G.G. BACK STAYS	3/8	7.5 x 7.125 x 220 =	5886	7.6800 x 1.977 =	2
		1.977		7.5 x 7.125 =	
CRUMIN PLATE	3/4	9.717 x 7" =	227	11.125 x 7.125 =	2
		36.4375 x 7.125 x 1.036		(35) 12.75 x 3.5 =	
WIDE PLATE				1.40 x 17" =	2
SHELL PLATE	1/16			12.75" =	2

WORKING PRESSURE 220 LBS PER SQ INCH.

FOR DETAILS OF BOTTOM HEAD STAY & ETC
SEE DR 167-561-3

2-BOILERS AS DRAWN } FOR ONE
1-BOILER TO OTHER HAND } SHIP

ALL PLATES ENTERING INTO THE CONSTRUCTION
OF BOILERS TO BE PICKLED, AND ALL
MILL SCALE REMOVED TO SATISFACTION OF
OWNER'S REPRESENTATIVE.

THIS DRAWING SUPERSEDES
 DR # 167-561-1

ALL SCREW STAYS W.I.
SCREW STAYS ON BACK HEAD MARKED THUS
⊙ 2" DIA. NUTS 1 1/2" DEEP. NET AREA 2.69 sq

SCREW STAYS ON BACK HEAD MARKED THUS
 1 3/4" DIA. NUTS 1/4" DEEP IN G.G. NO NUTS ON

WRAPPER SCREW STAYS $1\frac{3}{4}$ " DIA. NUTS $1\frac{1}{4}$ " DEEP

GIRDER SCREW STAYS $1\frac{3}{4}$ " DIA. NUTS $1\frac{3}{4} \times 1\frac{1}{4}$ "

ALL SCREW STAYS TO HAVE 1/6" HOLE DRILL
1/2" BEYOND INNER SURFACE OF PLATE.

ENGINE DEPARTMENT.
TITLE
14TH 8" INSIDE DIA. X 11^{FT} 6" OVER HEAD.
S.E. SCOTCH BOILER
220 LBS. WORKING PRESS.
SCALE 1" = 10" JANUARY 22 DATE 6 JAN 1914
TRACED BY 229 CHECKED BY CHIEF DEPARTMENT
NEW YORK SHIPBUILDING COMPANY.
CAMDEN, NEW JERSEY, U.S.A.
DR. 167-561-A
APPROVED
CHIEF ENGINEER

DIMENSIONS	
LENGTH OVER ALL	485'-2"
BEAM " "	62'-3"
DEPTH, HLD. TO SHELTER DECK	30'-0"
(GROSS TONNAGE)	7734

SPACING OF TRANSVERSES
FR. TO TRANS. NO. 1 SPACES 2'-4'

TECHNIQUE NO. 1	x	y	z
1	5.1	1.2	3.0
2	5.2	1.3	3.4
3	3.5	1.4	3.0
4	4.0	1.4	3.4
5	4.3	1.4	3.0
6	4.5	1.5	3.4
7	5.1	1.5	3.0
8	5.2	1.5	3.4

MIDSHIP SECTION
SCALE: $\frac{1}{2}$ " = 1 FT.

DOCKING PLATE
SCALE: 3/16" = 1 FT.
MADE BY JWS
DATE 10/14/74
NEW YORK SHIPBUILDING COMPANY
GARDEN, NEW JERSEY, U.S.A.
DR 167-715-A
U.S. NAVY

NAV. ACN.
F. H. A. SKETCHES
AM. CO. COMPANY.

6355